(iv) Kanyakumari-Madurai-Kodaikanal-Munnar-Kochi for 7 days/6 nights from Bangalore.

(v) Trivandum-Kovalam-Kumarakom-Thekkady-Munnar-Ernakulam for 5 days/4 nights from Bangalore.

(vi) Ernakulam-Munnar-Kumarakom-Ernakulam for 5 days/4 nights from Bangalore.

In addition to above tour packages which will cover Chennai-Coimbatore-Valparai-Anaimalai, Chennai-Ooty-Madhumalai and Chennai-Rameshwaram, Kanyakumari, Courtallum may be considered by IRCTC if found operationally feasiable and financially viable. Kanyakumari is already included in the above 1st and 2nd tours being operated by IRCTC and will continue if demand is sustained.

Accidents on unmanned crossings

†3338. SHRI LALIT KISHORE CHATURVEDI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that accidents on the unmanned railway level crossings have become a routine feature and the demand for manned crossings is being continuously raised;

(b) whether this problem can be solved by constructing underpass at such places at the time of gauge conversion; and

(c) if so, whether such an arrangement would be made after identifying all such places at the time of gauge conversion on the Rewari-Sadulpur, Sadulpur-Bikaner, Jaipur-Ringus-Luharu, Phulera-Ringus-Rewari, Ratangarh-Degana and Udaipur-Himmatnagar routes?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. Accidents at unmanned level crossings is not a routine feature. Most of the accidents take place due to negligence of road users while crossing the unmanned level crossings. However, it is a fact that a number of demands for manning of unmanned level crossings are being received from time to time.

†Original notice of the question was received in Hindi

(b) and (c) Yes, Sir. The problem can be partially addressed by replacing unmanned level crossings with road under bridges. Ministry of Railways has decided and delegated powers to Zonal Railways to provide 'Limited Height Subways' of cost upto Rs. 50 lakhs in replacement of manned/ unmanned level crossings where such construction is technically feasible and the State Government agrees to close the level crossing. This policy is also applicable for manned/unmanned level crossings falling over North Western Railway including Rewari-Sadulpur, Sadulpur-Bikaner, Jaipur-Ringus-Luharu, Phulera-Ringus-Rewari, Ratangarh-Degana and Udaipur-Himmatnagar routes.

Construction of Road Under Bridges in lieu of existing level crossings shall be duly considered with due undertaking from the State Government.

Shortage of staff in Bhopal railway zone

†3339. MISS ANUSUIYA UIKEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is a shortage of staff in all categories against the sanctioned strength in Bhopal railway zone;

(b) the number of vacant/filled posts, category-wise;

(c) whether employees have to work over time as posts are lying vacant;

(d) whether safety of railway and passengers is not compromised as a result thereof; and

(e) the action being taken by his Ministry for filling these sanctioned posts and by when these sanctioned posts would be filled?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) There is no Bhopal Railway Zone. Bhopal Division is a part of West Central Railway Zone. The reply with respect to Bhopal Division is as under:

Railways have been adopting modern technology in various facets of railway working which leads to reduced requirements of manpower in certain activities and need for manpower in newer areas. The category-wise number

†Original notice of the question was received in Hindi